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A. S. WATSON & CO.,
LIMITED.

Hongkong, 8th July, 1906.

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The Daily Press.

HONGKONG, JULY 10TH, 1906.

FONDLY imagining with many others that
the "Opium Question" was a dead horse
as a subject of interest, we confined our
remarks, when referring to its recent resur-
rection in Parliament, to the melancholy
spectacle presented by latter-day legislators
who seem afraid to entertain any opinion
likely to cost them a vote. But the old ad-
versary is again rearing his hoary
crests. In the present day, it seems almost
absurd to argue upon the subject seriously.
It has been over and over again proved to
demonstration that the opium question in
China has never really been anything else
but a fiscal matter, and that the Chinese
never have made, and have never had the
slightest intention of making, any real and
bona fide effort to put down opium smoking;
but on the contrary have always been care-
ful to do all in their power to preserve the
handsome revenue which they derive from
the drug. It was for a long time alleged
that the British Government was solely
responsible for the introduction of opium
into China; but more than thirty years ago,
the absolute falsehood of this statement was
shown by the fact that in a Chinese novel
known to be then over a hundred and thirty
years old, opium smoking was spoken of as
a familiar habit of the Chinese. This fact
was mentioned first by one of the Commis-
sioners of Customs, and from his report it
found its way into a Blue Book, which later
was quoted chapter and verse in a letter to
the London Times, in answer to some
screaming arguments as to the disgrace to
our escutcheon, etc., which were made in the

course of a debate in the House on this
favourite topic. This was in the year 1878.
No reply was attempted by the Anti-Opium
Society or anyone else to this unanswerable
argument, and the question was considered
as settled at rest for the time being. It is no doubt
thought that sufficient time has now elapsed
for this and other equally convincing facts
to be forgotten, and thus the never-ending
controversy has been revived, with all the
fervour of a theological controversy. Different
kinds of belief are necessary to differently
constituted people; and it seems that there
are some who cannot exist without the belief
that all the evils that have ever arisen in
China are due to our having introduced a
pernicious drug, which we did not introduce,
and whose perniciousness, if used in moderation,
is by no means established. Whatever may be
the exact facts on this latter point, upon
which opinions differ, in the same way as
they do in regard to the use of opium, the
Chinese authorities have no more idea of
putting an end to opium smoking than
of turning back the ocean. They know only
too well that the one would be as easy as
the other. The only question that really
interests them is whether more revenue can
be got out of Chinese opium or out of the
imported article, and it has been to this
point that attention has been directed by
the Chinese authorities from the very first.

This fiscal question, like many others in
China, is one upon which the Imperial and
the Provincial authorities have opposite
interests. The duty upon imported opium
goes to Peking; the seizures which are
levied by local officials by first prohibiting
the use of the drug in their districts in high-
sounding proclamations and then receiving
bribes to let infractions pass, goes into
their own pockets. There is thus always
a large class in China who would gladly see
the importation of opium done away with;
and it is in reality from sources such as this
(little as the good missionaries who are
primed upon the subject suspect it), that
the bulk of the complaints which they
are made the instrument of bringing
forward really emanate. These facts are so
well known that it seems almost absurd to
restate them, but for the fact that a motion
has now been pushed through the House of
Commons condemning the opium traffic.
This, of course, will be highly gratifying to
the missionaries and to the vast
set of people who love being extremely
moral in respect to distant countries,
especially when they know little or nothing
about them. The answer which was made
by the SECRETARY OF STATE for India is not,
however, quite so "encouraging" to these
enthusiasts as they might wish. Mr. JOHN
MORLEY, now Secretary of State for India,
must have deeply regretted the trammels
of office, when he could only reply that "if
China seriously desires to restrict the
consumption of the drug, the Governments
of India and Great Britain will agree to a
plan which has this end in view, though at
a cost of some sacrifice of revenue". The
promise is sufficiently vague to suggest that
its practical effect will not amount to very
much—at all events towards putting down
the consumption of opium in China. It
may be that the Chinese Government will
(as they have always before done when the
question has been brought before them) use
the occasion for attempting to get further
duties out of Indian opium; but it is to be
hoped that if the matter is treated in this
way, our representative at Peking will
insist on being assured that some bona fide
action is being taken by the Chinese. It is
not likely that the latter will be in favour
of suppressing the import altogether and
losing a substantial revenue, as no one knows
better than they that such a step would
not put an end to the consumption of opium,
but would only be giving a monopoly to the
native grown article—which is the particular
kind which, on account of its comparative
cheapness, is made use of by the masses of
the people.

Royal Marine Intelligence officers' appoint-
ments at Hongkong are in future to be for two
years.

Mr. F. E. Ollis, chief constructor at Hong-
kong, has been appointed manager of the
construction department at Penbrooke.

The rumours as to Russia's refusal to pay the
bill for the expenditure on her prisoners in
Japan during the war is now declared to be
unfounded.

The pay of the employees of the Imperial
Railways in North China has been raised in
order to stop the queering reported by one of
our correspondents some time ago.

The Gazette publishes the following appoint-
ments:—Mr. Pierce Essex O'Brien Butler to
be Consul for Amoy, and Mr. Robert Willis to
be Consul for the province of Chekiang.

Sub-Lieut. A. E. F. Spottiswood has been
appointed to the river boat *Kinsha*, recom-
mended for work on the Yangtze.

Mr. Maskelyne has accepted, on behalf of his
junior partners, Archdeacon Colley's £1,000
challenge to produce by trickery what appear
to be spiritual phenomena.

London papers discuss a rumour of Sir
Pelham Warren's retirement from the Consular
Service, which he joined nearly forty years ago.
We believe the rumour to be premature.

The Shanghai is said to have suggested that
no more Government Bonds for the Shanghai-
Nanking Railway be issued, as the Chinese
Government has already spent too much money
in building the line.

Mr. John W. Foster, the distinguished
diplomatist, who served as Secretary of State
in 1892-3, and at one time Adviser to the
Chinese Government, has been appointed to
represent China at The Hague Conference.

An Anshing (Nanking), capital of Anhui
province, dispatch states that, owing to his
reactionary views and anti-foreign predilections,
En Ming, the present Governor of that province,
is to be relieved of his post. Is it possible?

The Directors of the Shanghai Gas Company,
Ltd., have declared an interim dividend for the
half-year ended 30th June last, at the rate of 7
per cent. or Tls. 3.50 per share, on the paid-up
capital of the Company, payable on the 25th
instant.

The Secretaries of the Weibaiwei Gold
Mining Co., Ltd., have received the following
telegram for June from the mining manager:
"Thirty days' work: 1,150 tons crushed by
stamp and short labour; 87 cwt. gold at
\$13.60 per oz.; 60 tons concentrates at \$92 per
ton. Estimated expenses Mex. \$11,700."

The *Echo de Chine* states that there has been
found, blocked in the ice near Nicolavsk, the
German steamer *Sorabaya*, which tried to run
the blockade of Port Arthur in the late war,
and of which there has been no news until now.
All the men on board had been frozen to death.

The new editor of the North-China Daily
News and China Herald, Mr. Montague Bell,
reached Hongkong yesterday by the *Arand* and
the late Mr. E. W. Little's successor
comes direct from South Africa. He will
have the most cordial good wishes of his new
colleagues in this part of the world.

The Locknow Garrison dinner was held last
month at the Holborn Restaurant. The garrison
was represented by Major-General H. Cook,
who presided, Colonel H. G. Goss-Brown,
V.C., Colonel John Bonham, and Surgeon-
General Greenhow; the relieving force by
General Sir George Digby Barker, K.C.B.,
Major-General H. Chambers, Colonel G. L. K.
Hewitt and others.

An inquiry was held at Belfast last month
concerning the death of the illegitimate infant
of Mary Ann Claidan, now married. Miss Lan-
caster, Queen's district nurse, said she had
attended the child for a burned foot. She was
unable, because of the stigma attached to the
child's birth, to give it milk. She declined to
say whether there was a clause in the Queen's
nurses regulations preventing the supply of
milk to illegitimate children. The officer said
it was extraordinary that because the child was
illegitimate it should starve.

A Wuchang dispatch states that H. E.
Viscroy Chang Chih-tung of that city has just
completed a work in which is compiled all the
cases that have occurred in China from the
earliest time to the present between Chinese and
missionaries and their converts. Each in-
dividual case is dealt with in its legal aspects
according to international law and the common
laws of the land and the actions of those con-
cerned, officials, people and missionaries com-
mented upon. Copies of this interesting work,
the *N.C. Herald* understands, has been sent to
every official holding office within the vic-
regal jurisdiction for the information of the
"fathers and mothers of the people".

The *Argonaut*, first-class cruiser, Captain
E. H. Smith, of the Sheerness-Clatham Reserve
Division, was joined at Sheerness on June 6th
by new crews, selected at the Midway depot, for
service in the sloops *Clio* and *Cadmus*, which
have served for nearly 25 years on the Australian
and China Stations, and are to be recommissioned
at Hongkong for further service on the China
Station. The *Argonaut*, which left Sheerness
on June 7th was to call at Devonport to embark
a new crew for the *Challenger*, cruiser, which
will be recommissioned at Hongkong for another
term of service on the Australian Station, and
also a new crew for the *Kinsha*, river steamer,
to be recommissioned at Shanghai for further
service on the China Station. The *Argonaut*
will also take half a crew for the receiving ship
Tamara.

The death is announced on the 3rd inst., at
Tientsin, at the age of about sixty-eight years,
of Taotai Yen Hsiao-fang (Yen Sing-hong),
well known in Shanghai as a prominent member
of the Ningpo community and Director of the
Customs Bank there. According to the *N.C.
Daily News*, the late Taotai, whilst in Shang-
hai, was the Chairman of the Chinese Chamber
of Commerce, and left that port for Peking last
year, to obtain an audience of the Throne and
appointment to one of the twenty-two provinces
of this Empire as an Expectant Taotai. He was
appointed to Chihli province and may be said to
have died in harness in Tientsin. He has left
only one son Mr. Yen Tze-ching, a young man
of a little over thirty years of age, who becomes
heir to considerable landed property at Shang-
hai and in Tientsin, as well as interest in
several native banks and mercantile enterprises.

Since our last report, giving the total at noon
on Saturday, there have been eight plague cases.
The totals now are, 882 cases, 863 fatalities.
The number for the week was only twelve,
fatalities seven. There was a European case of
enteric fever.

The return of visitors to the City Hall Library
and Museum for the week ending the 8th July,
1906, shows that of non-Chinese there were 279
to the Library and 140 to the Museum; and of
Chinese 145 to the former and 230 to the latter.
The Library was, therefore, used by 424 persons
and the Museum by 279.

On June 7th the conditions for sailing the
Montagu were reported to be excellent. A light
north-east wind was blowing, sea calm. The
cruiser *Euryalus* joined the *Esanath*, *Duncan*,
and *Dido* that morning. The prospects for the
ship were increasingly hopeful. This is later
than the pessimistic reports previously noted.

A military correspondent says, Second
Lieutenant F. J. Heale, Royal West Kent
Regiment, latterly serving with the Provisional
Battalion at Dover, gets his lieutenantcy after
two years and seven months' service by the
resignation of Lieutenant W. F. Holme of the
2nd Battalion at Hongkong. Mr. Heale
will eventually join the 2nd Battalion.

The King on June 7th received a detachment
of the Royal Fusiliers at Windsor Castle, and
presented them with the medals won in the
Tibetan campaign. "I am very pleased," said
His Majesty, in greeting them, "to meet your
regiment on its return, and to congratulate you
upon the fact that, although your hardships in
Tibet were many and great, your casualties were
fortunately very small." Afterwards the men
were entertained to dinner, and then went over
the State apartments, returning at four o'clock.
The officers had the honour of dining at the
Castle.

The Viceroy of Canton has given instructions
to the Commissioner of Customs and the
police disallowing the importation of Hong-
kong papers into Canton and to effect the
arrest of any person distributing or selling the
same with the exception of the *Chung Kwoi*
San Po, the *Wai Tai Yat Po* and the *Han*
Wan Yat Po, which are of respectable standing
and have hitherto made comments fairly and
justly, and are allowed to be imported and
sold as usual, while the other papers, *Sai*
Kai Kung Yat Po, the *Yau Shau Wai*,
the *Sheng Po*, the *Chung Kwoi Po*, the *Chu*
Kong Po and the *Siu Lin Po* etc., should be
strictly prohibited. The Viceroy states that
they have published seditious articles which
greatly disturb the peace.

DROWNING FATALITY.

A Portuguese, named Augusto Navarro, em-
ployed as a clerk by the Hongkong and China
Gas Company, was drowned on Sunday evening
in the harbour. A long time before he had
went to Kennedy town, where he usually fished
from the quay. He entered the water for a
swim, and after a little he was seen to be in
trouble. However, he sank before assistance
could reach him.

DETERMINED ATTEMPT AT
SUICIDE.

Yesterday morning as the *Heungshan*,
returning from Macao, approached the wharf, a
Chinese woman leaped overboard into the
water. P. C. Cooper, who was on the wharf,
leaped down and caught the woman by the hair,
but she resisted so strongly that a coolie had to
enter the water and keep her from going under
the wharf. Ultimately she was got on shore,
but made another attempt to throw herself into
the harbour. Finally, she was taken to the
Police Station, and as the medical examination
showed she was insane she was removed to the
asylum.

FIRE ON THE "TAMING."

About half-past eight o'clock on Sunday
evening, the alarm was given for a fire on
board the China Navigation Company's steamer
Taming, which runs under the command of
Capt. A. W. Outerbridge between Hongkong
and Manila. She was lying alongside the Kow-
loon Wharves. The chief officer (Mr. A. J.
Scott) noticed smoke coming up the main hatch-
way, and having given the usual alarm and
hoisted the fire signal, promptly had the ship's
hose pouring water on the fire. A smart
response to the fire signal was made by the
captain, officers and engineers of the H. A. L.
steamer *Alaska*, who brought their hose and
rendered most valuable service. Subsequently,
other help arrived, including the government
fireboat with one large hose. The fire was
extinguished before eleven o'clock, by which
time there was four feet of water in the hold,
which contained about 150 tons of general
cargo.

CHINESE CEMETERIES IN
HONGKONG.

At the meeting of the Sanitary Board to-day
Mr. Shelton Hooper, pursuant to notice, will
ask:—
1. Is a plan of each Chinese Cemetery show-
ing the position of each grave space therein
kept at or near to the cemetery, and at the
offices of the Sanitary Board as required by By-
Law No. 11?
2. If not, why not?
3. Whose duty is it to see that such plans
are so kept?
4. Is a register kept in the English and
Chinese languages at or near each Chinese
cemetery giving all particulars required in By-
Law No. 13 relating to Cemeteries?
5. If not, why not?
6. Whose duty is it to see that such a register
is so kept?

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

INTER-VARSITY CRICKET.

LONDON, July 9th.
Cambridge first innings, 360;
second innings declared at 248 for
six wickets. Oxford 187 and 327.

BRITAIN'S TRADE.

LONDON, July 9th.
The trade returns show an increase
in imports of £27,441,819 and ex-
ports £24,887,295 for the half-year.

BISLEY RIFLE MEETING.

LONDON, June 9th.
The Bisley Rifle Meeting opens
to-day. There are 40,000 entries.
The Crown Colonies are strongly
represented.

THE REBELLION IN NATAL.

LONDON, July 9th.
The situation in Natal has improved.
TROUBLE IN EGYPT.

LONDON, July 9th.
The ferment in Egypt is spreading.

CHAMBERLAIN CELEBRATION.

LONDON, July 5th.
Great enthusiasm is being evinced
in the celebration of Mr. Joseph
Chamberlain's 70th birthday.

RUSSIA.

LONDON, July 7th.
The Duma has rejected the demand of
the Ministry for £5,000,000 to be raised by
a loan, for the relief of the famine. They
have, however, voted a sum of £500,000,
declaring that the rest must be provided for
by decreasing the Budget expenditure.

OBITUARY.

LONDON, July 7th.
The death is announced of the German
General Merkel, the organiser of the
Japanese army.

[N.C. Daily News Service.]

THE PROTECTORATE OF KOREA.

Tokyo, July 4th.
Mr. Quis (the Resident-General) had pro-
longed audiences of the Korean Emperor on
Monday and Tuesday, and urged that the ad-
mission to His Majesty's circle of unqualified
persons was detrimental to the Court and to the
welfare of the Empire. A Commission has
been appointed to go into the matter.
Japanese superintendents to the police force
now guard all the palace gates.

HONGKONG GYMKHANA CLUB.

The following programme was issued
yesterday for the fourth gymkhana on the
21st inst.:—
1.—4 p.m.—One Mile and a Quarter Flat
Race. Handicap.—For all China Ponies.
Non-winning Jockeys allowed 5 lb. En-
trance fee \$5. 1st Prize: A Cup presented;
2nd Prize: \$25. (Entrance fees to go to
winner).
2.—4.30 p.m.—Welter Race, 3 Furlongs.
For all China Ponies which have not been
entered for any of the regular racing events
this Gymkhana Season. Catch weights over
13 stone. Riders in the regular racing
events to be barred. Entrance fee \$5.
3.—5 p.m.—Gymkhana Club Challenge
Cup.—Distance one mile.—Value to be de-
clared when cup is purchased. For all China
Ponies. Catch weights at 10st 6lb. Winners
of an open race or open Griffin race 5 lbs
extra. Non-winning Subscription Griffin
allowed 5 lbs. Non-winning Jockeys allowed
5 lbs. To be won by the pony scoring most
marks in the races for the cup, counting 4
points for a first; 2 for a second; and 1 for a
third. The benefit of marks already scored
to pass with pony on a sale. Any winner of
the race to carry 5 lb. extra for each win
in subsequent races for the Cup, but in the
event of a pony carrying the penalty not
winning 2 lbs to be deducted next time he
starts. Penalties accumulative up to 15 lbs.
Entrance fee of \$5 to go in the purchase
of a memento to the winner of the Season
a Cup, value \$100, will be presented to the
owner of the pony obtaining the second
highest number of marks.
4.—5.30 p.m.—Ladies' Nomination.
5.—6 p.m.—Three-Quarters of a Mile Flat
Race. Handicap.—For all China Ponies.
Non-winning Jockeys allowed 5 lb. En-
trance fee \$5. 1st Prize: A Cup presented;
2nd Prize: \$25. (Entrance fees to go to
winner).
6.—6.30 p.m.—Hurdle Race.—For China Ponies.
Distance about One Mile and a Quarter.
Catch weights 10st 8lb. Winner of Hurdle
Race at First, Second and Third Gymkhana
to carry 5 lb. extra. Entrance fee \$5. 1st
Prize: A Cup presented; 2nd Prize:
\$25. (Entrance fees to go to winner).

WEATHER REPORT.

On the 9th at 11.50 a.m.—Barometric changes
are unimportant.
Pressure is lowest over the interior of China;
and highest to the E. of Japan in the North,
and over the China Sea in the South.
Moderate S. winds are indicated in the
Formosa Channel and the N. part of the China
Sea.
Forecast:—Moderate S. winds; fair.

A DISTINGUISHED CHINESE
VISITOR.

A distinguished visitor arrived in Hongkong
yesterday. His Imperial Highness, Prince
T'ai Tai, accompanied by the other members of
the Chinese Commission who have been touring
Europe with the object of studying the various
institutions there, is now on his way home after an
absence of six months. Travelling by the French
mail, *Armand Behin*, which reached port early
yesterday morning, he was greeted on board
by Captain Colman, A. D. C. to His Excellency,
the Governor, and afterwards prepared to land.
The reception of the Royal guest was official.
When he left the steamer and boarded the
Government launch *Victoria* a royal salute was
fired from the land battery. At Blake Pier a
guard of honour furnished by the 2nd Royal
West Kent Regiment was drawn up, and as the
Prince stepped on shore the band of this
regiment played "The World's Delight".
After being received by a royal salute, H.I.H.,
who was easily distinguished by the yellow jacket
which indicated his rank, entered a chair, and
was escorted by a posse of Indian police past the
throne of interested sightseers who had assem-
bled to Government House. He was followed by
Captain Colman and the other members of the
party, which was made up of H.E. Shang Chi
Hong and several of the attachés. The other
Commissioners do not return, having been
appointed Chinese Minister at Brussels.
Captain Armstrong, hon. A.D.C., was also
in attendance. His Excellency received the
visitors at Government House, where an
official luncheon was held. This was attended
by a representative company, described in the
following official list:—

H. E. the Governor (Sir Matthew Nathan,
K.C.M.G.), H. I. H. Prince T'ai Tai, H. E.
Chang Ngen Tiao, H. E. Li Ching Tao, H. E.
Major-General Villiers Hatton, C.B., Hon. R.
Rev. the Bishop of Victoria, Commodore H. P.
Williams, His Honour Mr. Justice Wise, Hon.
Colonial Secretary (Mr. T. S. Sorrento Smith),
Hon. Attorney-General (Sir H. S. Berkeley),
Hon. Colonial Treasurer (Mr. A. M. Thomson),
Hon. Mr. W. Chatham, Hon. the Harbour
Master (Capt. L. A. W. Barnes-Lawrence),
R.N.J. Hon. Sir Paul Chatter, Hon. Mr. L. A.
M. Johnston, Colonel Darling, R.E., Hon.
Registrar-General (Mr. A. W. Brown), Hon.
Dr. Ho Kai, Hon. Dr. F. Clark, Hon. Mr.
Wai Yik, Hon. Mr. E. Osborne, Hon. Mr. E.
A. Hewitt, Mr. A. P. Wilder (Consul-General
for U.S.A.), Mr. Gaston Liebert (Consul for
France), Lt.-Col. Pitton, Consul for
Sweden, Lt.-Col. Atkinson, Rev. Father
de Maria, Mr. Woodward, R.N., Rev.
A. G. Stevens, Lt.-Col. Sparkes, Mr. E. A.
Irving, Consul for Austria-Hungary, Consul
for Belgium, Consul-General for the Nether-
lands, Consul-General for Portugal, Consul for
Spain, Dr. E. Krueger (Imperial German Con-
sul), Lt.-Col. Seymour, D. Mr. A. Seth, Bateson
Wright, Mr. A. Hunter, Consul-General for
Panama, Imperial Japanese Consul, Mr. F. J.
Badeley (Capt. Supl. of Police), Consul for
Norway, Mr. H. R. Phelps, Mr. D. B. Law,
Capt. Smith, A.D.C., and Mr. Cooper.

The party left Government House shortly
after three o'clock and embarked on the *Victoria*,
their departure being witnessed by only a few
persons.
It will be remembered that the Commission
left Peking in January of this year. Japan
was the first country visited. Thence they
crossed to America, but did not stay any time
in the United States, and soon landed in En-
gland. There they made a fairly comprehensive
tour, studying the various forms of Government
and inspecting many of the large centres of
industry, with their various enterprises.
Crossing the Channel, they visited France and
Belgium, noting particularly the industries of
both countries. Then they returned to England
and were received by His Majesty King
Edward VII.

The Prince does not speak either English or
French, but the secretaries can express them-
selves very freely in English. One of these
gentlemen discoursed to a representative of the
Daily Press on the events of the trip. "We
liked England best of all," he declared. Then
detecting perhaps a trace of suspicion he added
"No factory, I assure you. We liked its govern-
ment and we liked the beautiful country."
Did you not like Paris?
Yes, Paris is very nice. It is fine for a holi-
day, but you see more in London.
And you had a pleasant time?
Yes, very much indeed. But the weather was
very trying.
What too cold?
No, we were used to the heat and to the cold, but
it is so changeable.
Had you a pleasant voyage?
Oh yes, except after we left Jibuti and entered
the Indian Ocean. We were received, partly
officially, at Colombo, Singapore, and Saigon.
I suppose the Commission will prepare a
report and present it to the Throne?

Yes.
Will the Commission recommend any
changes?
We have no power to make recommendations.
Perhaps we may make suggestions.
The *Armand Behin* left last night for Shang-
hai, whence the party will return for Peking.
The *Birmingham Daily Post* says:—"It
is being asserted with conviction in certain
official quarters here that as a consequence of
the recent visit to London of the special
Chinese Mission, under the Duke Tai Tai,
the basis of a new treaty between the United
Kingdom and China has been arranged. No
doubt need be entertained that it was due to
the Duke's influence that the authorities
in Peking gave way on the question of the
supercession of Sir Robert Hart as the Chief
Controller of the Chinese Customs; and,
although His Highness had no diplomatic
powers, there is small question, according to
my information, that he is returning to China
with the British proposals for new treaty
arrangements in his possession."

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, June 8th.
AN ECHO OF THE "BOHARA."

Far Eastern residents whose memories go back a few years will regret to learn that Captain F. D. Markham, of the Shropshire Light Infantry, has been placed on temporary half-pay on account of ill-health. Captain Markham was one of the two survivors of the Hongkong cricket team, which was on board the *Bohara* when she was lost off the Pescadore. Dr. J. A. Lawson being the other. Captain Markham's escape was remarkable from the fact that he could not swim and had no life-belt. He suffered seriously from shock and undoubtedly his system was seriously impaired.

Curiously enough, I met Dr. Lawson a few days ago. He has been paying a round of visits in the south, amongst others, to his old friend and colleague, Dr. Atkinson, and had just been laughing with another old friend the genial "T. J." of the Hongkong and Shanghai Bank. The doctor looked remarkably well. He was in his usual high spirits, and has apparently shaken off the illness that was the cause of his departure from the East. This will be good news to his many friends in the Far East—and I doubt if there is another man who has so many between Colombo and Yokohama. The doctor leaves the East at calling, so do not be astonished if you see him bob up serenely in Hongkong one of these fine days.

While I am on the subject of the *Bohara*, let me mention the appearance of a son of the late Major Turner in the Essex Eleven. The newcomer is, of course, a brother of the better known Major A. J. Turner, who played regularly for Essex and was wounded in the South African campaign; and another brother is Mr. W. C. D. Turner, of the Hongkong and Shanghai Bank, who has taken part in the Inter-club cricket matches. The latest recruit of Essex, Mr. W. M. Turner, generally goes in three wicket down in a team that is strong in batsmen—and playing against Derbyshire last week he scored 25 in the first innings and 114 (not out) in the second. Young Turner not only looked the Essex averages last week, but was second only to Tom Hayward, the Surrey veteran, for the whole of England with an average of 61.25 for six innings. The Turner family has evidently inherited not only a love for the best of all games but a considerable amount of natural ability.

A ROYAL PHILATELIST.

At the recent International Philatelic Exhibition, the Prince of Wales was awarded a silver medal for his collection of Hongkong stamps and a bronze medal for British stamps of the present reign, including a number of unique proofs. In a sense, the Prince had an advantage over all other competitors, in so far as he was given the whole of the designs that were prepared upon the accession of his Royal father. The gold medal offered by the Prince of Wales for the best exhibit by a lady was awarded to Mrs. F. B. S. Bousset, of Rio de Janeiro, for her collection of Brazil stamps, and his silver medal went to Mrs. Herzheimer, Frankfurt-on-Main, for her collection of postage stamps since 1890.

The tendency of collectors nowadays is to give up the attempt to make comprehensive collections, and to concentrate effort upon a special country or quarter of the globe. I wonder if anyone has a complete set of the famous Seng issue? And is it not about time we had another issue from British North Borneo, which should be able to augment its income from this source?

A LUCKY DIPLOMAT.

Public announcement has just been made of the betrothal of Fraulein Bertha Krupp, elder daughter of the late Heinrich Krupp, with Herr Gustav von Bohlen und Halbach, formerly Secretary of the Prussian Legation at Peking. Mr. Krupp is one of the richest women in the world. By the will of her father, she became proprietress of the world-renowned firm at Essen, converted into a limited liability company in 1903. Her income last year was estimated at £100,000 sterling. That is why I call Herr Gustav Bohlen und Halbach, who is only thirty-five years of age, "lucky." It is not everyone who can have a wife like Bertha, a year with love and domestic felicity. The bridegroom-elect is Prussian Secretary of Legation at the Vatican.

THE EDUCATION BILL.

The fate of the Education Bill is a foregone conclusion. No one doubts for a moment the Government's ability to carry it through the House of Commons. With its enormous majority, the Government may do what it pleases, but it finds that its big majority must be used with circumspection. The divisions on the first clause were purely partisan in character. The Liberals voted solidly for the Bill, and the party is prepared to support the Government through thick and thin. But the Government cannot overlook the constituencies. It is by no means clear that the country is with the Government, and the action and speeches of some of the leading nonconformists—notably Dr. Clifford—have done more to damage the Government with the rank and file of the electorate than even the Government proposals. Dr. Clifford is responsible for the statement that the Prime Minister had told him that no Act of Parliament approached to a settlement of the educational problem in which there was any statutory foothold for sectarian teaching. The education question is really a religious question, or, to be precise, a sectarian question, and yet, as Mr. Chamberlain says, it is the children we have to consider and not the sects. The question is taken out of the hands of the parents by this Bill; they are not to be allowed to decide what religious opinions are to be taught to their children—every sect being given equal facilities—but the children are to be taught

the religion prescribed for them by the dissenters who make up the Government's majority in the House.

ELECTION PROSPECTS.

Speaking of the Bill the other day, Mr. Chamberlain says it will not pass. He expects it to go through the House of Commons, but he still says, "I am perfectly certain that this Bill will not pass." There is only one conclusion to be drawn from this. The Bill will be thrown out by the House of Lords, or it will be so amended that the House of Commons will refuse to accept it in its altered state. Should this happen, there is only one sensible course open for the Government, assuming that it consults its own dignity. It must appeal to the country. This is what Mr. Chamberlain anticipates. And he is cheerful at the prospect. He expects the election to come on next spring; and he therefore advises his party to keep its powder dry and be ready for the fight. When it comes, he is quite sure we shall not hear much more about Chinese slavery or the little loaf, and he speaks hopefully of the Unionists coming into office with a majority quite as big as that of the present Government. We shall see. It may be that the Government also anticipates the blocking of the measure by the House of Lords. Colour is lent to this supposition by the rumour that the Cabinet contemplates two important concessions. It is stated that they propose to abandon parts 2 and 4 of the present Bill, and the assumption is that by so doing they will manage to retain the support in the country, in the event of another General Election, of those who might be prejudiced against the Bill in its present form. Part 2 deals with educational endowments, and affects mainly the Church of England, not only in regard to its schools but also in reference to its training colleges. Part 4 proposes to establish an Educational Council for Wales, and therefore raises questions of political as well as of educational and religious moment.

A REPORTED HOUSE OF LORDS.

If the House of Lords thwarts the Government's educational proposals, it is not improbable that the country will be asked to say whether it wants the House of Lords ended or mended. Lord Portsmouth and Mr. Lloyd George have both made sinister references to the subject, and though it cannot be said that the country has shown any burning enthusiasm to attack the House there is nevertheless a strong undercurrent in favour of a reform of the Upper Chamber.

Mr. H. W. Massingham, who is a typical Radical journalist, is of opinion that the question of the continuance of the House is coming to an issue. He asserts that he never knew politicians more preoccupied with it. "The nation changes its opinion from top to bottom," he writes; "the House of Lords remains what it is now generally regarded as being: a standing committee of the Carlton Club. It advertises the fact that it stands outside the world of political movement, that it is a law to itself. This cannot last, and though when we speak of dealing with the House of Lords we approach the sphere of revolutionary politics—for it is hard to see how the power of the Lords can be abolished or curtailed without their consent—the period of change is rapidly approaching. Either party government or the present constitution and functions of the hereditary Chamber must come to an end." But why to an end? I do not say with Stevenson that "the British Constitution is the best that ever was since the creation of the world, and that it is impossible to make it better," but most people will say that we must not be too ready to upset existing institutions, because we think Parliament is not progressing with the rapidity of certain sections in the body politic. Least of all should we be disposed as a people to attack the Second Chamber because it dares to revise some of the decisions of the popularly elected House. At heart we are a conservative people. Nevertheless, I do not doubt that an agitation for the reform of the House of Lords would meet with a considerable amount of support, and that not in Radical circles only. Few of us expect elevation to the House of Lords. Few of us, whatever our estimate of our own worth, hope to found families, with all the panoply of aristocratic appanages. Few of us believe that wisdom is hereditary, and that because a man is the son of his father therefore he is Heaven-ordained to be the monitor of our legislative destinies. While most of us believe that a Second Chamber is a necessary check on hasty and ill-considered legislation, few of us believe that the hereditary principle in the House of Lords can be defended logically. But reform of the House of Lords must be approached in that spirit of justice which is not found in political parties dominated by passion, and we therefore hope, those of us who have an interest in the higher politics, that any constitutional changes that may be submitted to the country as the result of the present nonconformist agitation for changes in the educational system will be the outcome of careful thinking and not a party manoeuvre to secure a Second Chamber that is only a replica of the dominant party for the time being in the House of Commons.

BRITISH TONNAGE STATISTICS.

Hongkong, as the "first" port in the Empire, is intimately interested in tonnage statistics. I wonder if your statisticians have pondered the effect the new Board of Trade rules will have upon the statistics of your port? Under the new rules, lead lines are being adjusted to allow of deeper loading in British vessels. The difference in the cargo-carrying capacity of vessels measured under the British and the German regulations has long been a cause of justifiable complaint among British owners. Under the new measurement, not only will each British vessel be given so many hundred more tons carrying capacity, but British mercantile tonnage will be increased by from 2 to 3 per

cent. Thus Chinese Customs statistics of British shipping will show a considerable advance, and the statistics of your own harbour will show a corresponding increase that will make comparative references to previous years somewhat misleading.

Dealing with this subject from the underwriter's point of view, a writer in one of the weeklies says:—"It is not believed that the increase in risk will be perceptible, though obviously the risks will not be improved by deeper loading. Steamers are now built with a sufficient margin of stability and strength to stand the change in conditions, but the deeper draught may have some adverse influence on strappings, and on the lighting and floating of vessels after stranding. The German experience is stated to be reassuring, and it has been collated very systematically in the thorough German fashion."

THE GOVERNMENT AND THE SHIPPING RINGS.

It will be remembered that a short time ago a deputation of shippers interested in the Colonial trade waited upon Mr. Lloyd George in order to induce him to take up the subject of the shipping rings and preferential rates of freight to foreign competitors with our British industries. The President of the Board of Trade said a strong case must be made out before he could entertain the proposal for an enquiry. I presume some startling information has been laid before him, for I hear that the Government has decided to institute an official enquiry, and that its scope will not be confined to the South African shipping ring but will be extended to the operations and effects of all British shipping combinations. It is a highly dangerous thing to interfere with the ordinary transactions of the commercial world, and the Government will have to proceed very gingerly in any proposals it may bring forward. On the face of it, it does seem strange that a British ship should carry German or American goods a longer distance than British for a lower freight. As Lord Dunsford would have said, "It's one of those things no fellow can understand." It seems calculated to develop the trade of our most formidable competitors at the expense of the British manufacturers, and yet when the question was last raised in connection with South Africa, the companies replied that the rates between England and South Africa compared favourably with the rates on any other route, that the rates are low considering the services provided, and that the rebate system is a legitimate trade arrangement which operates favourably to the customers of the companies. There may be a valid reason why a ton of German goods going out to China in the hold of a British steamer side by side with a ton from England should be charged a lower freight. The public will be interested to hear it.

POLICE COURT.

Monday, July 9th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).
"HE STABBED."

Two Filipinos, members of the crew of the s.s. *Magallanes*, appeared before the Court, the one accusing the other of stabbing him with a knife. It appeared that as the vessel was lying at Kowloon Dock on Saturday night the crew were gambling, a quarrel arose and knives were drawn, both men stabbing each other. The defendant in the first case was sentenced to three months, and as the second defendant had acted in self-defence he was sent to prison for one month. The latter said the complainant to whom he owed two dollars, worried the life out of him for the money, and when he said he could not pay him until they got to Manila, complainant used very bad language. Defendant struck him with his fist and then complainant stabbed.

ALLEGED BRIBERY.

Bahmoun Buz, an Indian foreman in the service of the Sanitary Board at the Peak, was charged with receiving bribes during a period extending over two and a half years. He was represented by Mr. Dixon, who tendered a plea of not guilty, and the case was remanded.

TAKING UP A CHINAMAN.

Four Japanese from the *Tsushima Maru* were charged with ill-treating a Chinaman by tying him on board ship. They pleaded guilty. The complainant, who was foreman coal cooler, said he was turning the water tap when one of the defendants knocked him down and kicked him. The others tied him with chains, keeping him fastened for more than an hour. Inspector Gouley said that when the man came to the Police Station, he could scarcely stand.

Defendant said that complainant was trying to steal the brass soda water cock, and the night before he had stolen the brass water cock.

His Worship said they ought to have put the matter in the hands of the police. This was a civilised country. They had no right to tie him up. They had taken the law into their own hands, and they would have to pay a fine of \$2 each.

HEAVY FINE.

The Chinese were each fined \$50 for having raw opium in their possession and also for selling same. The sale was traced by market cops.

KRUPPS (LIMITED).

The constitution of the great German firm of Krupps is undergoing a radical change. Since its foundation in 1816 to the present day, it has remained a private firm, and has probably been the only undertaking of the kind engaged in operations of such world-wide magnitude to escape being turned into a company. It is now, which the Hamburg-American, the North German Lloyd, and the Vulcan Shipbuilding Company will be interested, as well as the German Government. The last of the Krupps died in 1903, leaving no sons, and only one daughter, the wealthiest heiress in Germany, whose betrothal has just been announced. The great works which the Hamburg-American, the North German Lloyd, and the Vulcan Shipbuilding Company employ an army of some 20,000 men, and for valued at eight millions sterling, though if personally of all kinds be added the sum is believed to be nearer 12 millions.

SUPREME COURT.

Monday, July 9th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).
A LAND DISPUTE.

Ma Kin, of No. 208, Kowloon Tong village, proceeded against Shok Ah-nam of No. 145, Weng Nei Woo, Tai Shek Ku village, for a declaration of ownership of land. Mr. Atkinson (of Messrs. Dwyer, Lockwood and Dwyer) appeared for the plaintiff, and Mr. W. J. Hursthouse (of Messrs. Dwyer and Rowley, Crown Solicitors) appeared for the defendant.

The plaintiff claimed a declaration by the Court that the piece of ground situated at Tai Shek Ku, in the Dependency of Kowloon, registered in the Land Office as part of Farm Lot No. 13, having an area of 11.7 acres, now belongs to and is the property of the plaintiff. The case was adjourned till Friday.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).
A WARSHIP'S IMMUNITY.

The Chief Justice delivered judgment in the action in which the owners of the junk "Tung On Tai" and the owners of the cargo sued Arthur E. Gove, captain of the U. S. S. "Alexander" for damages caused by a collision in the waters of the harbour.

The Chief Justice said:—In this case the Attorney General moved on behalf of the Crown at the instance of the Government of the United States, to dismiss an action brought in the Admiralty Jurisdiction of this Court by the owners of the junk "Tung On Tai" and the owners of her cargo, against Arthur E. Gove, the commander of the U. S. S. "Alexander" in respect of a collision which occurred in the waters of the harbour. The "Alexander" is an armed public vessel, the property of the Government of the United States. The Government was in the port and service of that Government under the control of the Secretary to the Navy of the U. S. At the period of collision he was employed on active service conveying coal and other stores for the use of the public vessels of the U. S. Government on the East Asiatic station and at the actual time of collision he was in command of the ship engaged on such service. The ground of the Attorney General's protest is that the Court has no jurisdiction to entertain this action, this method of proceeding being based upon the course pursued by the Admiralty Advocate in the case of the "Constitution". The circumstances of this case are, however, different, for whereas the suit commenced in the case of the "Constitution" was in respect of salvage services this suit is in respect of a collision caused by damages in respect of a collision caused by the alleged negligent navigation, and it is not, so far as I know, settled that the principle that ships of war belonging to a nation with whom this country is at peace are exempt from the civil jurisdiction of our Courts applies to the commanders of such ships when, in the alleged negligent performance of their duties, they cause damage which under other circumstances would render them liable to an action. The exteriority of foreign ships of war was considered at length in the case of the "Parlement Belge", and in the course of the judgment there are certain dicta which seem, though not in so many words, to warrant the proposition for which the learned Attorney General contended, namely, this exteriority of the warships extended in some measure to the commanders of such ships when they are on duty and on active service. It is not, however, to be taken too far. The learned Attorney General contended that the "Alexander" could not be sued for acts committed by him in the course of the performance of his duty. These dicta are as follows:—Has the Admiralty Division jurisdiction in respect of a collision to proceed in rem against a ship which is at the time of the proceedings the property of a foreign sovereign, is in the possession, control and employment of the sovereign by means of his commissioned officers and crew, and is a public vessel of his country? The first question really raises this, whether any part of the public property of any sovereign authority in use for national purposes is not as much exempt from the jurisdiction of any Court as is the person of every sovereign. And again: A public armed ship constitutes a part of the auxiliary force of a nation, and under the immediate force of direct command of the sovereign, is employed by him in "national" objects. He has many and powerful motives for preventing these objects from being defeated by the interference of a foreign state. Such interference cannot take place without affecting his power and dignity; and, finally, the point and force of this argument is the "Prinz Frederik" is that the public property of every sovereign state being destined for public use, and being in the possession, control and employment of the sovereign, such property is exempt from the jurisdiction of Courts of such states, because such jurisdiction, if exercised, must divest the public property from its destined public use, and that by international comity, which provides for the equality of states, if such immunity, grounded on such reasons, exists in each state with regard to the property of all other states, it must be granted by each state to similar property of all other states. We may conclude with very little stretch of language in the term "property of the state" the services of its paid officers, and the different propositions given in this judgment, together with the reasons, seem, as I have said to cover the question of a collision by the alleged negligence of the commander of a state vessel, and show that this Court has no jurisdiction to entertain an action against him for damages. I use the word "cover" advisedly, for it may be that if they were applied without limitation to the personnel of this foreign vessel they would be far too wide. Before, therefore, I can hold this to be the law, there is a question to be considered which indeed lies on the surface—why, if the principle does supply to a state vessel in the case of a public ship, it does not apply to all cases, for the Attorney General's contention is limited to actions resulting from the performance of duties; whereas the principles above stated, if they apply to the officers and crew, are wide enough to cover all cases, for in all cases the result of bringing this action will be to withdraw the defendant from the efficient performance of his official duties and so interfere with the fighting efficiency of his ship. Secondly, there is the very ingenious point raised by the plaintiff's counsel, based on the whole, and especially on the concluding words of the last quotation given from the judgment in the "Parlement Belge". By international comity, if such immunity, grounded on such reasons, exists in each state with regard to its own public property, it must be granted by each state to similar property of all other states. Thus, the learned counsel, citing that the immunity claimed for the commander of the "Alexander" does not exist in England with regard to commanders of our own public ships, cannot be recognised as applicable to the commanders of foreign public ships. It is admitted that the commander of a British ship may be sued in an action such as the present, the principle enunciated by Lordship in the

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of analogous cases, where masters have been held not liable for the negligence of their servants, although the negligent act was while the servant was driving his master's carriage, because the servant had gone off the route of his duty for a diversion of his own. This analogy differs from the present one in that the servant of the master's immunity, which was, in fact, suggested by the learned Attorney General, and that it exists only so long as he forms part of the machine known as a vessel of war and commits this act of negligence with or by means of such vessel and when it is in whole or in part under his control. But whether such immunity can be claimed by the officer himself, the great skin cure. For these reasons the motion of the Attorney General must be sustained and the action dismissed with costs.

LEKIN AT MUKDEN.

In the House of Commons on May 28th, Mr. F. E. Smith asked the Secretary of State for Foreign Affairs: Under what authority the *Leikin* at Mukden upon goods has been increased from 1 to 5 per cent, and whether His Majesty's Government has assented to the increase? Mr. Bunsman replied that the hon. member referred to, no doubt, to the tax on the sale of cigarettes, amounting to about 5 per cent., which retail dealers in tobacco had to pay. It had been imposed by the Chinese Administration at Mukden. *Leikin* was an internal tax, for which the assent of His Majesty's Government was not required, and with regard to which they could not intervene unless there was any discrimination against British goods.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Roon* left Foochow on the 9th inst., at 11 a.m., and may be expected here on or about Tuesday, the 10th inst., at 9 p.m.

The I.G.M. str. *Seydlitz* left Kobe via Nagasaki, Shanghai and Foochow on the 8th inst., p.m., and may be expected here on or about Tuesday, the 17th inst., p.m.

The O.S.S. & C.M. str. *Laertes* left Singapore on Saturday at noon, and is due here on the 12th inst.

The N.Y.K. str. *Kamakura Maru* (European Line) left Shanghai for this port on the 8th inst., and is expected here on the 12th inst.

NOTICE.

Communications respecting advertisements, subscriptions, printing, binding, &c., should be addressed to the Manager, Daily Press, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

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THE Undersigned has received instructions to sell by Public Auction, **TO-MORROW (WEDNESDAY)**, the 11th July, 1906, at 2.30 p.m., at his Sales Rooms, Queen's Road, **SUNDRY HOUSEHOLD FURNITURE, ROLL-TOP DESK, BOOK CASE with DESKS, CRACKERY, GLASS & PLATED WARE, COTTAGE PIANO, COOKING STOVES, &c., &c.**

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Hongkong, 9th July, 1906. [1388]

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having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 11th July, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th July, 1906. [1389]

S.S. "ARMAND BEHIC,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex *s.s. "Crimin" and "Melpomene,"* from Havre ex *s.s. "Melpomene,"* from the above steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra handson Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whose delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 10th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before 10th July, or they will not be recognised.
All damaged packages will be examined on Monday, the 10th July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 9th July, 1906. [2]

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A Bad-Tempered "Boy."

New Territory Notes.

The Sterling Man and the Dollar.

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The Damage to the Lu-Han Line.

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Disastrous Storm at Shanghai.

Unique Reference Book.

Shanghai Decks.

Commercial.

Shipping.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 10th July, 1906.

INTIMATIONS.

WANTED.

A CHINESE CLERK for General Office Work. Write, stating previous experience, to—

"H. 145,"
Care of "Daily Press" Office.
Hongkong, 9th July, 1906. [1386]

STAMPS.

WANTED for CASH or EXCHANGE, **KING'S HEAD STAMPS** of Straits, Hongkong and Ceylon. Buy at rates on application. **GEO. E. ANTHONISZ**, "Sea Spray," Colombo, Ceylon. 592.
Colombo, 14th April, 1906.

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the said Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1391]

NOTICE TO MARINERS.
No. 25a (Special).

KUINGCHOW DISTRICT.

HAITAN STRAITS.

CAPE CAMI LIGHTHOUSE: INTENDED CHANGE IN COLOUR OF TOWER.

NOTICE IS HEREBY GIVEN that on or about the 1st August, the Colour of the CAPE CAMI LIGHT TOWER will be changed from White to WHITE with one BLACK Horizontal Band.

T. J. ELDREDGE,
Acting Coast Inspector,
Imperial Maritime Customs,
Central Customs Office,
Shanghai, 2nd July, 1906. [1392]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on SATURDAY, the 14th day of July, 1906, at 12 o'clock Noon, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905:

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing, bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 292 of the Companies Ordinance 1865 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry out the same in effect with such (if any) modification as they may think expedient.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated 2nd July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers.

AUCTION.

THE Undersigned will Sell by Public Auction,

On **TUESDAY**,
the 24th July, 1906, at 12 o'clock Noon,
The Hulk "MEANEE," late "SKEW," 3rd Rate, 384 tons.

(Late used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will not be sold, viz.:

CHAIN CABLES.
The vessel will be open to inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).

Inspecting Orders can be obtained from the Auctioneers.

Terms—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected with Seven Days after date of Sale.

HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 7th July, 1906. [1393]

AUCTIONS.

PUBLIC AUCTION.

By Order of the Mortgagee.

M. GEORGE P. LAMBERT has received instructions to sell by Public Auction,

TO-MORROW (WEDNESDAY) the 11th July, 1906, at 3 p.m., at his Sales Rooms, Duddell Street, the following—**VALUABLE LEASEHOLD PROPERTY,**

Consisting of—
All those two equal undivided fourth parts or shares of and in that piece or parcel of ground, situate at Yuennei in the Dependency of Kowloon in the Colony of Hongkong, registered in the Land Office as Section 5 of Kowloon Island Lot No. 1,011, together with the Messuage or tenement and other erections and buildings thereon, known as No. 10, KENNEDY STREET, Yuennei. And also a Mortgage Debenture dated 21st October, 1901, on the remaining undivided moiety of the said Section 5 of Kowloon Island Lot No. 1,011, for the repayment of the sum of \$2,700 and interest thereon at the rate of 6 per cent. per annum. The premises are held for the residue of the term of 75 years created therein by a Crown Lease dated the 24th day of July, 1900, of the said Kowloon Island Lot No. 1,011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises, and also to the performance of the covenants and conditions in the said Crown Lease reserved and contained. Area: 1,147 square feet.

Particulars and Conditions of Sale may be obtained from

MR. OTTO KONG SING,
Solicitor for the Mortgagee,
17, Queen's Road Central,
or from
MR. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 28th June, 1906. [1325]

PUBLIC AUCTION.

By Order of the Mortgagee.

PARTICULARS & CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY,
Known as "THE METROPOLITAN HOTEL,"
To be Sold by
PUBLIC AUCTION.

On **THURSDAY**,
the 12th day of July, 1906, at 3 p.m., at his Sales Room,
MR. GEO. P. LAMBERT, Auctioneer.
Hongkong, 28th June, 1906. [1325]

BEING all that Piece or Parcel of Ground situate at Shekwan Road, Victoria, Hongkong, containing an area of 297,400 square feet and known as registered in the Land Office as INLAND LOT No. 1,705. The said premises are held for the Term of 99 years granted by a Crown Lease, dated the 1st day of February, 1904, subject to the payment of the Annual Crown Rent of \$478, and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

For Further Particulars and Conditions of Sale, apply to
F. X. D'ALMEIDA & CASTRO,
Solicitor for the Vendor,
or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 4th July, 1906. [1365]

CURTIS BROS. & CASES GAMING MACHINERY ARRIVED HONGKONG PER S.S. "ESANG." FROM CHEFOO, 21st JULY, 1905, CONSIGNED TO MESSRS. E. H. MURRAY & CO.

NOTICE IS HEREBY GIVEN that the above Goods, at present lying unclaimed in the Godown of the Undersigned, will be sold by **PUBLIC AUCTION** by Messrs. HUGHES & HOUGH, at their Auction Rooms in Ice House Street, at 11 A.M. on **FRIDAY**, 13th July, 1906, unless the same are previously taken delivery of by Consignees, and the charges incurred paid.

JARDINE, MATHESON & Co.,
General Managers, Indo-China S.N. Co. Ltd.
Hongkong, 30th June, 1906. [1357]

By Order of the Mortgagee.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On **THURSDAY**,
the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Voeux Road Central (corner of Ice House Street), the following **VERY VALUABLE RECLAMATION PROPERTY**, situate at Victoria, in the Colony of Hongkong, viz.:

All that piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as SECTION A of the Southern Portion of the Praya Reclamation to MARINE LOT No. 57.

The Property is held under the usual Reclamation Agreement at an annual Crown Rent of not exceeding \$200.00. The Property contains an area of 11,000 square feet or thereabouts.

For further Particulars and Conditions of Sale, apply to
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,
or to
Messrs. HUGHES & HOUGH,
The Auctioneers.
Hongkong, 2nd July, 1906. [1347]

By Order of the Mortgagee.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On **THURSDAY**,
the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Voeux Road Central (corner of Ice House Street), the following **VERY VALUABLE RECLAMATION PROPERTY**, situate at Victoria, in the Colony of Hongkong, viz.:

All that piece or parcel of ground situate at Victoria aforesaid, and registered in the Land Office as the Remaining Portion of the Southern Portion of the Praya Reclamation to MARINE LOT No. 57.

The Property is held under the usual Reclamation Agreement at an annual Crown Rent of not exceeding \$200.00. The Property contains an area of 13,181 square feet, thereabouts, and has a frontage of 132 feet 11 inches to Des Voeux Road West, and of 98 feet 3 inches to Sutherland Street.

For further Particulars and Conditions of Sale, apply to
Messrs. DENNIS & BOWLEY,
Solicitors for the Mortgagee,
or to
Messrs. HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th July, 1906. [1372]

TO LET.

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo. Floor Area, 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [236]

OFFICE TO LET.

IN ALEXANDRA BUILDINGS.
Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings,
Hongkong, 23rd April, 1906. [946]

TO LET.

N. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1905. [80]

TO LET.

N. 13, GAGE STREET, 8-Roomed House, with Godown.
Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbutnot Road,
Hongkong, 18th June, 1906. [1279]

TO LET.

N. 3, "FAIRVIEW," ROBINSON ROAD Kowloon.
Apply to—
"ROSEBATH," GARDEN ROAD, Kowloon, from 31st July.
2nd FLOOR No. 12, Queen's Road Central.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road,
Hongkong, 1st June, 1906. [501]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIVON TERRACE.
FLATS in MONTGOMERY TERRACE.
"HAYTOR"—The PEAK. Immediate possession.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [524]

TO LET.

N. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

Apply to—
H. M. H. NEMAZEE,
Hongkong, 9th June, 1906. [1232]

TO BE LET OR SOLD.

With Immediate Possession—in Wanchai Road.
GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
"K."
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.

"BROCKHURST," PEAK, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelors' Mess.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.
HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 1st June, 1906. [1193]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—

C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.
No. 5, GRANVILLE AVENUE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Agents.
Hongkong, 4th April, 1906. [391]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 10th May, 1906. [1105]

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floor, with Godowns can be let separately on lease.

Apply to—
CHUNG SHUN KOU,
First Floor, No. 10, Queen's Road Central.
Hongkong, 19th July, 1905. [81]

TO LET.

N. 16, HOLLYWOOD ROAD, and—
N. 2, OLD BAILEY.
Apply to—
ARATTON V. APCAR & Co.,
45, Wyndham Street,
Hongkong, 27th April, 1906. [971]

TO LET.

N. 15, KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd December, 1905. [77]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, Kowloon, whose delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day, Tuesday.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 10th July, at 3.30 a.m.

All Claims must reach us before the 16th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 7th July, 1906. [5]

NAVIGAZIONE GENERALE
ITALIANA

Florio and Rabbaglio United Companies.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., whose delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th July will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 5th July, 1906. [4]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG & SINGAPORE.

THE H.A.L. Steamship

"SPEZIA,"

Captain Mulchow, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 6th July, 1906. [1381]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA NATIONAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANPA,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 11th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th July, 1906. [640]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.

THIS Steamer departs from Hongkong daily (Sundays included) at 7.30 a.m., and from Macao at 2.30 p.m.

FARES: (Week days) 1st Class (including cabin and servants), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION. (The times of departure being in future the same as on other days.) The following rates:

SUNDAYS ONLY:

1st Class, Single \$1.00

2nd Class, Single \$2.00

1st Class, Return \$2.00

2nd Class, Return \$2.00

3rd Class, Single 40 Cts.

Return 80 "

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per man.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, 22nd June, 1906. [21]

INTIMATIONS.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VUEUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905 [563]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905 668

PURE FRESH WATER.

THE HONGKONG STEAM WATER

ROAT CO., LTD., is prepared to supply

any Quantity of PURE FRESH WATER

to the Shipping, both for Deck and

Boilers.

Call Flag—W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor.

Hongkong, 8th August, 1905 1243

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

In Liquidation.

TIME TABLE.

WEEK DAYS.

7.40 a.m. to 8.00 a.m. ... Every 10 minutes.

8.10 a.m. to 8.30 a.m. ... Every 10 minutes.

8.40 a.m. to 9.00 a.m. ... Every 10 minutes.

9.10 a.m. to 9.30 a.m. ... Every 10 minutes.

9.40 a.m. to 10.00 a.m. ... Every 10 minutes.

10.10 a.m. to 10.30 a.m. ... Every 10 minutes.

10.40 a.m. to 11.00 a.m. ... Every 10 minutes.

11.10 a.m. to 11.30 a.m. ... Every 10 minutes.

11.40 a.m. to 12.00 p.m. ... Every 10 minutes.

12.10 p.m. to 12.30 p.m. ... Every 10 minutes.

12.40 p.m. to 1.00 p.m. ... Every 10 minutes.

1.10 p.m. to 1.30 p.m. ... Every 10 minutes.

1.40 p.m. to 2.00 p.m. ... Every 10 minutes.

2.10 p.m. to 2.30 p.m. ... Every 10 minutes.

2.40 p.m. to 3.00 p.m. ... Every 10 minutes.

3.10 p.m. to 3.30 p.m. ... Every 10 minutes.

3.40 p.m. to 4.00 p.m. ... Every 10 minutes.

4.10 p.m. to 4.30 p.m. ... Every 10 minutes.

4.40 p.m. to 5.00 p.m. ... Every 10 minutes.

5.10 p.m. to 5.30 p.m. ... Every 10 minutes.

5.40 p.m. to 6.00 p.m. ... Every 10 minutes.

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10.10 p.m. to 10.30 p.m. ... Every 10 minutes.

10.40 p.m. to 11.00 p.m. ... Every 10 minutes.

11.10 p.m. to 11.30 p.m. ... Every 10 minutes.

11.40 p.m. to 12.00 a.m. ... Every 10 minutes.

SCIENTIFIC MISCELLANY.

CAUSE OF PHOSPHORESCENCE—TRAVEL OF
SEEDS—THE HUMBLE BEE STATE—FISH
MIGRATION—WHEAT CAST UPON WATERS.
DEAFNESS IN ENGINEERS—WATER-
PENETRATED GLASS—POLYMERIZED MILK
BODY EDUCATION—AN ARTIFICIAL
VOICE.

In the new theory of A. Dabierno, a French
physicist, phosphorescence is due to the forma-

tion of a new substance, which makes up a

small proportion of the whole mass. This new

substance may persist after phosphorescence

has ceased, but when the temperature is raised

to a certain point it is decomposed, giving

up in its formation. This heat glow is usually

coloured; when it is not the new substance is

assumed to be either colorless or of the same

colour at the original mass. When there is

no thermo-luminescence, the new substance,

which may vary with the exciting radiation,

is probably decomposed as fast as formed.

Investigating the dispersal of seeds by the

winds, Dr. Ridley, of the Singapore Botanic

Gardens, forms three groups: (1) winged fruits

and seeds, which are dispersed most slowly and

cannot cross a wide sea; (2) plumed fruit and

seeds, which may travel rapidly over open

country but are checked by forest; and (3)

powder or dust seeds—such as orchid seed, fern

spores, etc.—which are dispersed readily and to

great distances. It was calculated that a certain

forest tree with winged fruit would travel 300

yards in a century, and would take one and a

half million years to spread from the Malay

Peninsula to the Philippines if there were land

connection.

The humble bees of Nebraska have been found

by M. H. Swank to include not less than

eighteen species, belonging to three genera.

This is a greater variety than has been recorded

for the entire United States east of the Mis-

issippi River.

An effort to follow the wanderings of fish,

about which we know so little, is being made

by the British Marine Biological Association.

A numbered tag has been fastened to many

places, which have been returned to the water,

and about twenty per cent of these marked

fish seem to have been caught again and

returned to the Association. As a rule, only

the larger fish migrate to any considerable

distance, the smaller ones remaining at home.

The migrants go south in winter and return

northward in summer, and one place was found

to have travelled 175 miles in six weeks, while

another was caught 242 miles from the spot

where it was placed in the water eight months

before.

The saving of the vast amount of plant-food

now carried away by the rivers is a great

problem for the future agricultural chemist.

In one estimate the silt borne off by the

Mississippi in one year is placed at 443,750,000

tons, and analysis has shown Mr. C. H.

Stone that in this quantity there must be

8,190,825 tons of lime, 5,591,250 tons of potash

1,097,775 tons of phosphoric acid, and 665,825

tons of nitrogen, besides soda and other materials

SHIPPING.

ARRIVALS.
ARMAND BEHIC, French str., 3,564. Berillon.
9th July—Marseilles 10th June, General.
Messageries Maritimes.
HORNOK, German str., 1,300. Sembill, 8th July.
Sundakan 4th July. Timber. Melchers & Co.

FRITHJOF, Norwegian str., 891. H. H. Haraldsen.
8th July—Foschoow via Amoy and Swatow 5th July. General. Oraka Shosen Kaisha.

GRUD, Norwegian str., 736. R. Andreassen, 8th July—Bangkok 1st July. Rice—Chinese.
GLENLOCHY, British str., 2,907. E. J. Stallard, 9th July—Kobe 1st July and Shanghai 6th. General—McGregor Bros. & Co.

HANGKONG, British str., 1,356. Spencer Wilde, 9th July—Shanghai 4th July. General—Jardine, Matheson & Co.

HONGKONG, French str., 742. A. Suzzoni, 9th July—Haiphong and Hanoi 8th July. General—A. R. Marty.

IRAKA, German str., 1,450. H. Eckhorn, 8th July—Fankow and Swatow 7th July. General—Stimson & Co.

LOONGKONG, British str., 1,492. A. G. Smith, 9th July—Manila 6th July. General—Jardine, Matheson & Co.

MARIA, German str., 1,169. J. Peterson, 8th July—Sourabaya 30th June. Euger. Johnson & Co.

NAMANO, British str., 1,501. D. H. 11th July—Calcutta 24th June. General—Jardine, Matheson & Co.

TAIWAN, British str., 2,908. L. Dawson, 8th July—Sourabaya 12th June. General—Butterfield & Swire.

TOURANE, French str., 3,104. R. Girard, 9th July—Yokohama 30th June and Shanghai 6th July. Mail and General—Messageries Maritimes.

YANGMOO, Japanese str., 2,215. N. Waga, 9th July—Kuchino, (Japan), 3rd July. Coal—Mitsui Bussan Kaisha.

YAWATA, MARU, Japanese str., 3,886. W. Tawson, 9th July—Australia and Manila 7th July. General—Nippon Yusen Kaisha.

ZAVIRO, British str., 1,819. R. Rodger, 9th July—Manila 5th July. General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE
July 9th.
Aburahi, British str., for Batavia.
Amoria, German str., for Singapore.
Changchew, British str., for Amoy.
Liangchow, British str., for Amoy.
Shimizu Maru, Japanese str., for Swatow.
Tsimchi, Dutch str., for Batavia.
Yachai, British str., for Shanghai.

DEPARTURES.

ARMAND BEHIC, French str., for Shanghai.
DAIKI MARU, Japanese str., for Yokohama.
JOHANN, German str., for Hongkong.
KANGAROO, Chinese str., for Canton.
MASANA MARU, Japanese str., for Tamsui.
SINWA MONRA, British str., for Samarang.
PAIKONG MARU, Japanese str., for Kuchino.
Tosa MARU, Japanese str., for Seattle.

SHIPPING REPORTS.

The British str., *Leicester* reports: Light S.W. winds and fine weather.
The British str. *Nanning* reports: Light to moderate S.W. and S. winds with slight S. sea and fine clear weather throughout.
The British str. *Taiwan* reports: Light to moderate S.E. winds and fine weather to Thursday Island, thence to Manila heavy rain showers with variable winds and calms, thence to port moderate winds and fine weather. July 3rd spoke saw *Quintana* and *Changsha*, lat. 11° N., long. 121° 34' E., from Hongkong for Australia.

VESSELS PASSED ANKER.

June 23, French ship *Marcelle* de Castries, Caribian, Feb. 19, from New York for Hakodate.
June 23, Norwegian ship, *Herman*, Tolsen, from Algea Bay for Bangkok.
June 25, Dutch str. *Tanabito*, Williams, May 11, from Amsterdam for Batavia.
June 26, British str. *Islander*, Wright, June 21, from Christmas Island for Singapore.
June 27, Dutch str. *Goudier*, de Cleren, June 27, from Batavia for Rotterdam.

VESSELS IN DOCK.

July 9th.
ARMEDEN DOCK—Victoria.
KOWLOON DOCK—Alto, Magallanes, Hercules, Montague, U.S.A.T. Ingalls, H.M.S. Cadmus, Cranley.
COSMOPOLITAN DOCK—Hongkong Maru.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR HAMBURG ANTWERP AND LONDON

THE Steamship

"GLENLOCHY."
Captain E. J. Stallard, will be despatched as above on or about the 9th inst.
For Freight, apply to
McGREGOR BROS. & CO.
Hongkong, 6th July, 1906. [1379]

NAVIGAZIONE GENERALE ITALIANA.

(Florin and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
"ISCHIA."
Captain Dedero, will be despatched as above TO-MORROW, the 11th July, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 30th June, 1906. [4]

FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship
"CATHERINE APCAR."
Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 11th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSON & Co., Ltd., Agents.
Hongkong, 5th July, 1906. [1375]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTIONS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENLOCHY	Brit. str.	1	J. Rafferty	McGREGOR BROS. & CO.	About 10th inst.
LONDON, SC. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	1	C. L. Daniel	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, SC.	JAPAN	Brit. str.	1	E. B. S. Nelly	P. & O. S. N. Co.	About 19th inst.
LONDON, AMSTERDAM & ANTWERP	PHOEBUS	Brit. str.	1		BUTTERFIELD & SWIRE	On 17th inst.
LONDON, AMSTERDAM & ANTWERP	PIRUS	Brit. str.	1		BUTTERFIELD & SWIRE	On 31st inst.
LONDON, AMSTERDAM & ANTWERP	PIRUS	Brit. str.	1		BUTTERFIELD & SWIRE	On 14th Aug.
MARSEILLES, SC. VIA PORTS OF CALL	ACHILLES	Brit. str.	1		BUTTERFIELD & SWIRE	On 25th Aug.
BREMEN VIA PORTS OF CALL	TOULAN	Brit. str.	1		BUTTERFIELD & SWIRE	To-day, at 1 P.M.
HAMBURG, ANTWERP & LONDON	ROBIN	Brit. str.	1		BUTTERFIELD & SWIRE	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, SC.	GLENLOCHY	Brit. str.	1	E. J. Stallard	McGREGOR BROS. & CO.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, SC.	AMERICA	Ger. str.	1	Wannenberg	HAMBURG-AMERIKA LINE	On 14th inst.
HAVRE & HAMBURG VIA STRAITS, SC.	SCHWARZBURG	Ger. str.	1	Fass	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, SC.	ALESIA	Ger. str.	1	Lüning	HAMBURG-AMERIKA LINE	On 7th Aug.
HAVRE, ROTTERDAM & LIVERPOOL	ALCANTARA	Brit. str.	1	Müller	HAMBURG-AMERIKA LINE	On 21st Aug.
COPENHAGEN & BALTIC PORTS	NORDKAP	Dan. str.	1	Brinck	BUTTERFIELD & SWIRE	On 30th Aug.
TRISTE, SC. VIA SINGAPORE, SC.	CHINA	Aus. str.	1	Damianovich	MELCHERS & CO.	About 20th inst.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	REHMANIA	Ger. str.	1	von Hoff	SANDER, WIELER & CO.	On 2nd Aug. P.M.
GENOA, MARSEILLES & LIVERPOOL	SILEZIA	Ger. str.	1	Bahle	HAMBURG-AMERIKA LINE	To-day.
BOSTON & NEW YORK	TEUCHOS	Brit. str.	1		BUTTERFIELD & SWIRE	On 4th Sept.
NEW YORK VIA PORTS & SUEZ CANAL	TIDEUS	Brit. str.	1		BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	JESSIE	Brit. str.	1	Thompson	ARNOLD, KARNER & CO.	About 23rd inst.
VANCOUVER VIA SHANGHAI JAPAN, SC.	ANGLO SAXON	Brit. str.	1		SHAW, TOMES & CO.	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LOWTHER CASTLE	Brit. str.	1		DODWELL & CO., LTD.	About 25th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	1		CANADIAN PACIFIC R. CO.	To-morrow.
PORTLAND, OREGON VIA SHANGHAI, SC.	MONTAGUE	Brit. str.	1		CANADIAN PACIFIC R. CO.	On 18th inst.
AUSTRALIAN PORTS VIA MANILA	SHAWMUT	Am. str.	1	E. V. Roberts	DODWELL & CO., LTD.	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	TELEMACUS	Brit. str.	1		BUTTERFIELD & SWIRE	On 4th Aug.
AUSTRALIAN PORTS VIA MANILA	NUMANTIA	Ger. str.	1	Feldmann	PORTLAND & ASIATIC S.S. CO.	On 12th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	1		BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Ger. str.	1		BUTTERFIELD & SWIRE	On 24th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	1	St. John George	GIBB, LIVINGSTON & CO.	On 28th inst. at Noon.
NAGASAKI & VLADIVOSTOK	DAPHNE	Brit. str.	1	G. M. Montford, R.N.R.	HAMBURG-AMERIKA LINE	End of July.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	SIBIRIEN	Dan. str.	1		P. & O. S. N. Co.	About 22nd inst.
YOKOHAMA & KOBE	DAKOTAH	Brit. str.	1		MELCHERS & CO.	About 27th inst.
YOKOHAMA & SAN FRANCISCO	LYDIA	Ger. str.	1		SHAW, TOMES & CO.	About 10th Aug.
SHANGHAI VIA SWATOW, AMOY & FOCHOOW	SMOUSH MARG	Jap. str.	1	T. Nemoto	OSAKA SHOSHEN KAISHA	To-day, at Noon.
SHANGHAI	IRAKA	Ger. str.	1		BUTTERFIELD & SWIRE	To-day.
SHANGHAI	KALGAN	Brit. str.	1		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	HANGKONG	Brit. str.	1		BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI	LIANG	Brit. str.	1	J. D. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI	DELHI	Brit. str.	1		BUTTERFIELD & SWIRE	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	SAMBA	Ger. str.	1		HAMBURG-AMERIKA LINE	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	P. L. LUTFELD	Ger. str.	1		MELCHERS & CO.	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	SAXONIA	Ger. str.	1		HAMBURG-AMERIKA LINE	On 23rd inst.
SHANGHAI, YOKOHAMA & KOBE	JOHANN MARU	Jap. str.	1	T. Ohta	OSAKA SHOSHEN KAISHA	On 13th inst. at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	MAIDZUMU MARU	Jap. str.	1	J. Merila	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	YOHOW	Brit. str.	1	J. S. Rosch	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, YOKOHAMA & KOBE	HAITAN	Ger. str.	1	H. A. Haraldsen	DODWELL & CO., LTD.	To-morrow, at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	PRINCE	Brit. str.	1		OSAKA SHOSHEN KAISHA	On 12th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	HUIHOW	Ger. str.	1		BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI, YOKOHAMA & KOBE	TAMING	Brit. str.	1		BUTTERFIELD & SWIRE	To-day.
SHANGHAI, YOKOHAMA & KOBE	LOONGKONG	Brit. str.	1		JARDINE, MATHESON & CO.	On 13th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	ZAFIRO	Brit. str.	1	R. Rodger	SHAW, TOMES & CO.	On 14th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	TEAN	Brit. str.	1		BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	RUBI	Brit. str.	1	R. Almond	SHAW, TOMES & CO.	On 21st inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	KAFONG	Brit. str.	1		BUTTERFIELD & SWIRE	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	KANJU MARU	Brit. str.	1		NIPPON YUSEN KAISHA	On 13th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	CATHERINE APCAR	Brit. str.	1	W. D. A. Thomas	DAVID SASSON & CO., LTD.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	ISCHIA	Ital. str.	1	Dedero	JARDINE, MATHESON & CO.	On 17th inst. at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	TAHIAH	Dut. str.	1		CARLOWITZ & CO.	To-morrow, at Noon.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 12th July	Freight and Passage.
LONDON & C. VIA USUAL PORTS	DELTA	Noon, 14th July	See Special Advertisement.
LONDON and ANTWERP	JAPAN	About 19th July	Freight and Passage.
YOKOHAMA, PENANG, COLOMBO, PORT SAID and MARSEILLES	E. B. S. Nelly	July	Passage.
YOKOHAMA, SHANGHAI, SUNDIA MOJI and KOBE	G. M. Montford, R.N.R.	About 22nd July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th July, 1906.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	VON	SAILING DATE.
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ZAFIRO 2540 R. Rodger Manila. On 14th July, Noon.

RUBI 2540 R. Almond Manila. On 21st July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th July, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ANGLO SAXON" On 10th July.

S.S. "JOHN HARDIE" About 20th August.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 20th June, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND TACOMA FOR SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON
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"NUMANTIA" 4,370 Feldmann July 12th, 1906.

"ARABIA" 4,483 Metzenhain August 14th, 1906.

"ARAGONIA" 5,198 Ernst September 5th, 1906.

"NICOMEDIA" 4,370 G. Meisner September 16th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 20th June, 1906.

HAMBURG-AMERIKA LINE.

HOME LINE-OUTWARD.

STEAMERS	SHANGHAI	YOKOHAMA & KOBE	TO SAIL
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SAMBIA 18th July

SAXONIA 25th July

SILESIA 3rd Aug.

HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, Glasgow, Trieste, GENOA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS. DESTINATION. TO SAIL.

* RHEMANIA Capt. von Hoff. HAMBURG via Singapore, Penang & Colombo. On 10th July

AMERICA Capt. Wünnenberg. HAMBURG via Singapore, Penang and Colombo. On 14th July

SCHWARZBURG Capt. Fass. HAMBURG via Singapore, Penang and Colombo. On 24th July

ALESIA Capt. Lüning. HAMBURG via Singapore, Penang and Colombo. On 7th Aug.

SPEZIA Capt. Müller. HAMBURG via Singapore, Penang and Colombo. On 21st Aug.

* SILESIA Capt. Bahle. HAMBURG via Singapore, Penang and Colombo. On 4th Sept.

"REHMANIA" Capt. von Hoff.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunks), sofa, table, 2 ward-ropes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity & carries Doctor, Stewards & Washerman.

The "REHMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by "HAMBURG", "HOMERUS", "SCANDIA" and "SILESIA".

COAST SERVICE.

STEAMERS. DESTINATION. TO SAIL.

DAPHNE NAGASAKI & VLADIVOSTOK. End of July. Freight & Passengers.

LYDIA KOBE. 19th July. Freight & Passengers.

ITHAKA SHANGHAI. 10th July. Freight & Passengers.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

SIEMSEN & CO. [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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SHAWMUT 9,606 E. V. Roberts On 27th July.

TREMONT 9,606 T. W. Garlick On 22nd August.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures spaciousness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE OUTWARDS.

FROM	STEAMSHIP	DATE
GLASGOW and LIVERPOOL	"LAERTES"	On 12th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DIOMEDE"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 9th August.
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 23rd August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 30th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 6th September.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 13th September.
GLASGOW and LIVERPOOL	"KINTUCK"	On 20th September.

HOMEWARDS.

FROM	STEAMSHIP	DATE
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"TEUCER"	On 24th July.
LONDON, AMSTERDAM and ANTWERP	"FINGSBY"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 7th August.
GENOA, MARSEILLES and LIVERPOOL	"TYDEUS"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 21st August.
HAVER, ROTTERDAM and LIVERPOOL	"ALCINOUS"	On 28th August.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMSHIP	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, YOKO, NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 4th August.
HAMA	"BELLEROPHON"	On 11th September.

WESTWARD.

FROM	STEAMSHIP	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	On 14th July.
	"TYDEUS"	On 15th August.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th July, 1906.

CHINA NAVIGATION CO. LIMITED.

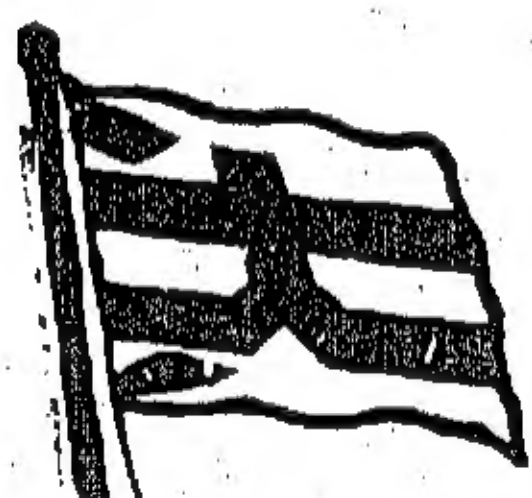
FOR	STEAMSHIP	DATE
MANILA, AMOY and SHANGHAI	"TAMING"	On 10th July.
SHANGHAI	"YOUNG"	On 10th July.
SHANGHAI	"KALGAN"	On 10th July.
SWATOW, WEIHAIR, CHEFOO and TIENTSIN	"HUICHOW"	On 12th July.
SHANGHAI	"LIANGCHOW"	On 14th July.
MANILA, AMOY and SHANGHAI	"TEAN"	On 17th July.
CEBU and LOILOI	"KAIFONG"	On 18th July.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Austral Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th July, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMSHIP	DATE
TAMUI VIA SWATOW	"JOSHIN MARU"	FRIDAY, 13th July, at 10 A.M.
SHANGHAI VIA SWATOW	"SHOCHU MARU"	TUESDAY, 10th July, at Noon.
AMOI AND FOCHOW	"T. NEMOTO"	at Noon.
ANFING VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 11th July, at 10 A.M.
AND AMOI	"J. MEHLIN"	at Noon.
SWATOW, AMOI AND FOCHOW	"THE CHARTERED S.S. H. A. HANSEN"	THURSDAY, 12th July, at Noon.

These Steamers have excellent accommodation, for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 9th July, 1906.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days across the Pacific in the "EMERALD LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMERALD OF JAPAN"	6,000	WEDNESDAY, 11th July	1st Aug.
"EMERALD OF CHINA"	5,500	WEDNESDAY, 18th July	11th Aug.
"EMERALD OF INDIA"	6,000	WEDNESDAY, 1st Aug.	22nd Aug.
"EMERALD OF AUSTRALIA"	4,425	WEDNESDAY, 8th Aug.	1st Sept.
"EMERALD OF AFRICA"	6,000	WEDNESDAY, 22nd Aug.	12th Sept.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 262. Intermediate on Steamers 240; and 1st Class Rail 242.

R.M.S. "EMERALD OF AUSTRALIA" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blakely Pier.

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IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	SAILING DATE
ROON	WEDNESDAY 11th July
SEYDLITZ	WEDNESDAY 18th July
HAYERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August
SACHSEN	WEDNESDAY 12th September
PRINZ HEINRICH	WEDNESDAY 26th September
GNEISENAU	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
PREUSSEN	WEDNESDAY 21st November

ON WEDNESDAY, the 11th day of JULY, 1906, at Noon, the Steamship "ROON" will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 9th July. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class
TO NAPLES, GENOA AND GIBRALTAR 261 0 0 143 0 0 222 0 0
return 91 0 0 53 0 0 33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG 65 0 0 44 0 0 24 0 0
return 27 0 0 16 0 0 8 0 0
TO NEW YORK VIA SUEZ 64 0 0 44 0 0 26 0 0
via NAPLES, GENOA OR GIBRALTAR 115 0 0 79 0 0 47 0 0
via BREMEN OR SOUTHAMPTON 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMSHIP	SAILING DATE
PRINZ SIGISMUND	TUESDAY, 24th July.
WILLEHARD	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 15th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND" will leave this Port as above, CALLING AT MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

The Steamer has splendid accommodation, and carries a Doctor and a Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class 1st Class 2nd Class
TO MANILA 350 0 0 230 0 0 150 0 0 280 0 0 180 0 0
TO NEW GUINEA 228 0 0 151 0 0 100 0 0 242 0 0 157 0 0
TO BRISBANE 230 0 0 151 0 0 100 0 0 242 0 0 157 0 0
TO SYDNEY 233 0 0 151 0 0 100 0 0 242 0 0 157 0 0
TO MELBOURNE 234 0 0 151 0 0 100 0 0 242 0 0 157 0 0
TO YOKOHAMA 234 0 0 151 0 0 100 0 0 242 0 0 157 0 0
TO YOKOHAMA and back from KOBE 234 0 0 151 0 0 100 0 0 242 0 0 157 0 0
TO HONGKONG 234 0 0 151 0 0 100 0 0 242 0 0 157 0 0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD" Wednesday, 18th July.
KOBE & YOKOHAMA "PRINZ EITEL FRIEDRICH" Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, "WILLEHARD" Wednesday, 1st Aug.
KOBE & YOKOHAMA "WILLEHARD" Wednesday, 1st Aug.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton 1st Class 232 0 0.
To Bremen 63 0 0.
To Paris via Cherbourg 65 0 0.
To Naples, Genoa via Gibraltar 65 0 0.

NORDDEUTSCHER LLOYD. MELCHERS & CO., AGENTS.

Hongkong, 9th June, 1906.

EAST ASIATIC CO., LTD. COPENHAGEN.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIC PORTS.
S.S. "NORDKAP" on or about the 20th July from Hongkong.
S.S. "KINA" on or about the 5th Aug. from Hongkong.
S.S. "SIBIRIEN" on or about the 1st Sept. from Hongkong.

FOR YOKOHAMA AND KOBE.
S.S. "SIBIRIEN" on or about the 27th July from Hongkong.
For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 3rd July, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR SHANGHAI "HANGSANG" Wed. 11th July, 4 P.M.
"HOANGSANG" Fri. 13th July, 4 P.M.
"SINGAPORE, PENANG & CALCUTTA" "KAMSANG" Tues. 17th July, 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 7th July, 1906.



Better than ever
—the best watches
in the world. Be-
hind them are half
a century of high
reputation and a
strong guarantee,
good for all time.

VESSELS ON THE BEAT

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TACOMA, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain St. John George, will be despatched
for the above Ports on SATURDAY, the 26th
inst. at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon
are carried.

To secure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1906. [1358]

THE AMERICAN & ORIENTAL LINE

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the
above Ports on or about the 26th inst.

For Freight, apply to

ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 4th July, 1906. [1367]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

ALL A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "

Width of Entrance on Top... 83 "

Width of Entrance on Bottom... 83 "

Water on Blocks at Spring Tide... 24 "

DOCK No. 1.

Extreme Length... 523 feet
Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 24 "

DOCK No. 2.

Extreme Length... 371 feet
Length on Blocks... 360 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 83 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000
TONS.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING OF
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear always ready
Short Notice.

SHIPPING IN PORT.

ABERLODE, British str., 2,631, P. K. Barnett,
28th June—Moji 22nd June, Coal.—Dod-
well & Co.

ALDERSHOT, British str., 1,354, W. W. Adam,
8th June—Saigon 1st June, Rice.—Dod-
well & Co.

AMABA, British str., 1,505, C. J. Mattock, 7th
July—Hongkong 4th July, Coal.—Jardine,
Matheson & Co.

AMBRIA, German str., 5,233, Wunnenberg, 6th
July—Moji 30th June, Coal.—Hamburg-
America Linie.

AMIGO, German str., 321, N. Baltzen, 8th
July—Haiphong 5th July and Hoibow 7th,
General.—Jensen & Co.

ANDRE BUCKNER, German str., 1,921, W.
Tensbart, 7th July—Bangkok 29th June,
Rice.—Melchers & Co.

BEN NEVIS, British str., 2,400, Pritchard, 21st
June—Newcastle (N.S.W.) 31st May, Coal.
—Shewan, Tomes & Co.

CATHERINE A'PEAR, British str., 1,739, M. D.
A. Thomas, 5th July—Calcutta and Straits
20th June, General.—David Sassoon & Co.

CHEUNGCHOW, British str., 1,200, J. Whyte,
6th July—Singapore 30th June, Sugar.—
Chinese.

CRANLEY, British str., 3,303, W. E. Steele, 8th
July—Durban 13th June.—Gibb, Living-
ston & Co.

DAKOTA, American str., 13,305, Emil Francke,
2nd July—Seattle 7th June and Shanghai
29th, General.—Nippon Yusen Kaisha.

DEWEENT, British str., 1,563, J. Jenkins, 4th
July—Saigon 30th June, Rice and General.—
Chinese.

DREPAU, Norwegian str., 1,102, J. Biig, 24th
June—Chinkiang 18th June, General.—
Chinese.

EMERALD OF JAPAN, British str., 3,029, Hy.
Pohls, 3rd July—Yokohama 11th
June and Shanghai 1st July, Mail and
General.—C. P. R. Co.

FOOKKANG, British str., 1,987, W. E. Sawyer,
8th July—Calcutta 23rd June, Coal.—
Jardine, Matheson & Co.

HANS WAGNER, German str., 503, J. Kage,
mann, 20th June—Saigon

